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SECURITY INFORMATION

COUNTRY Germany (Soviet Zone)

TOPIC Werneuchen Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 19 November 1951

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

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1. Before construction started at Werneuchen airfield, holes about 2 meters deep and about 200 meters apart were dug along the runway. The runway was then divided into units beginning from the west end. Each unit was 40 meters from the next one and was referred to as a station. On the west, the runway began with station 11 and, on the east, terminated with station 73. There were 62 stations between station 12 and 73 inclusive with an additional 30 meters at each end of the runway. (1)

2. Prior to the beginning of construction, the soil at the individual stations was examined and the following results found:

Station 11 and 10: 30 cm of mother earth, 60 cm of mineral soil, 40 cm of loamy sand with marl, and 70 cm of loam mixed with marl and clay

" 18 : 25 cm of mother earth, 60 cm of sandy loam, and 1.5 meters of loam

" 25 : 28 cm of mother earth, 70 cm of marly loam, and up to 2 meters loam with a slight admixture of clay

" 31 : same as station 25

" 36 : 25 cm of mother earth, 60 cm of mineral soil, 60 cm of marly loam, and loam mixed with clay

" 41 : 20 cm of mother earth, 70 cm of stony mineral soil, and 1.1 meters of stony loam

" 46 : 30 cm of marshy sand and sand with a slight admixture of loam. The main drainage pipe, which was jacketed, was laid across the runway. It was topped by a reinforced concrete cover which extended 10 meters on both sides of the main drainage pipe. The steel rods in the concrete

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were 16 mm in diameter

Station 50: 25 cm of mother earth, 30 cm of mineral soil, and loam which was very stony

" 55: 30 cm of mother earth, 20 cm of mineral soil, 60 cm of considerably marly loam, and loam with an admixture of clay

" 60: 35 cm of mother earth, 40 cm of mineral soil, and 1.25 meters of marly loam

" 65: Subsoil water had to be drained. After the removal of the sludge, the area was filled-in with a 40-cm layer of gravel. A drainage pipe was then laid. It terminated at a reservoir located 20 meters left of the runway. The hole was then filled with 5 layers of gravel and mineral soil alternatively. The individual layers were packed by rammers to a required density of 90 percent (sic).

" 70: 30 cm of mother earth, 1 meter of marly mineral soil, and marly loam

" 73: Same as station 70.

3. The runway had the following gradients in its longitudinal profile:

Ascent of 3 mm/m from station 18 to station 28;

" 1 mm/m " " 28 " " 31;

Level " " 31 " " 36;

Descent of 2 mm/m " " 36 " " 43;

Level " " 43 " " 46;

Ascent of 3 mm/m " " 46 " " 49;

" 6 mm/m " " 49 " " 50;

" 4 mm/m " " 50 " " 60;

" 2 mm/m " " 60 " " 70;

" 1 mm/m " " 70 " " to end of runway

4. Between 24 and 28 September, 3,360 laborers were employed at the field. All of the machines previously observed were still there. Some workers were being discharged. Among these were two groups of 6 carpenters each who left for bridge construction near Frankfurt/Oder and Kuestrin. An area of 265,000 square meters was concreted. Concreting was still to be done on an area of about 35,000 square meters at the east end of the runway. Excavating had started at the west and east ends of the runway where the connecting lanes to the scheduled northern circular taxiway were to be built. (2)

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5. Telephone poles were still observed along the northern edges of the runway between the stations 25 and 73 and south of the runway between the stations 46 and 73. A narrow-gauge field railroad track crossed the runway at station 27. Gravel used for covering the concrete slabs was stored between stations 30 and 46. An accident which had occurred when buried ammunition exploded caused an interruption of the work and the area was examined. However, the mine detectors which were used by the Russians were not suitable beyond a depth of 30 cm.
6. The bed of the spur track was filled with gravel as far as the old Werneuchen-Hirschfelde road. (3) The connection to the main-line was completed but the switch was still missing. No siding was laid to the barracks installations, which were off-limits to the workers.

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8. No aircraft were observed at the field between 4 and 7 October. The easternmost hangar was empty and the other hangars were closed. A construction laborer at the field said that, on 4 October, the westernmost hangar was open and fully occupied by aircraft and that Soviet soldiers took off the old inscriptions and painted new Soviet stars on the planes. The aircraft were allegedly twin-engine low-wing monoplanes with double rudder assemblies. The worker also said that a biplane with a Soviet officer landed in the northern section of the field about 2:30 p.m. on 2 October and took off again about one and a half hours later. The field was still occupied by 600 to 800 air force soldiers. Trucks were observed entering and leaving the field.

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9. Work continued on the runway along the Hirschfelde-Wegendorf road. A strip of about 400 meters of the taxiway was completed from the east end of the runway toward the hangars, while a length of about 1,000 meters of the runway remained to be built. Two taxiways were constructed in the western section of the field. One was completed and ran in a curve from hangar 1 to the west end of the runway. The other taxiway ran from hangar 2 in a right angle to a point about 400 meters from the west end of the runway. (5) A taxiway strip of 50 meters remained to be concreted. About 300 meters of the spur track was completed. (3) The construction site was illuminated at night. Construction workers stated that the runway was to be completed by 10 October 1951.

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Comments.

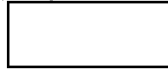
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- (1) For a diagram of the division of the runway The reported runway length of 2,500 meters agrees with previous information.
- (2) The construction of a taxiway north of the runway has not been reported by other sources. This construction is believed to be improbable because Werneuchen airfield is being improved in the same way as other airfields in the Soviet Zone of Germany which have only one taxiway.
- (3) The new spur track is being laid in the western section of the landing field near the west end of the runway toward the buildings south of the hangars. Construction on this track started at the northern section of the landing field.
- (4) Hangar 1 is located farthest west. PE-2s are parked there.

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In addition to the repeatedly reported ground personnel of about 600 men, no additional air force unit has been observed in Verneuchen. There are no indications of the expected arrival of an air unit.

- (5) The taxiway leading from hangar 2 to the runway is actually the western connecting lane between the main taxiway and the runway.

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